AN IRONCLAD AGREEMENT. There was no analogy whatever between yesterday's conditions and those of the Puritan alternative than for the Columbia to go over the her jibtopsail, seeing, no doubt, that the Shamand Genesta flasco. That there was no other course is shown by the following agreement, rock was too disabled to continue in the race which was signed on September 27 by Sir and it was not necessary for her to put herself Thomas Lipton and C. Oliver Iselin:

This agreement was made on the initiative of Sir Thomas Lipton and upon his own suggestion. Sir Thomas's intention is so clearly apparent and his desires drawn in such explicit terms that it would have been no courtesy to him had the Columbia relinquished the race after the acoking upon any such proposal as an imperti-

AN EXCITING RACE SPOILED

PACCIDENT TO THE SHAMROCK A SOR-ROW TO AMERICANS.

THE GREEN BOAT TO LEEWARD BUT AHEAD WHEN HER TOPMAST GAVE WAY-HOW THE FIGHT HAD BEEN

the Shamrock, and one which will be regretted musthead of the Shamrock, and there was one yard in Eric Busin, first going to the Horseshoe. in the United States as much as it will be in man out at the end of her gaff trying to cleave England. The Shamrock carried away her topthe gafftopsail sheet. The topsail was still hangthe course and the course a claim the race as her own. This agreement was it reached about half way up the mainsail. the other. And the agreement was also made

waiting nearly two weeks it was the first day which could be called satisfactory, from a yachting point of view, and the competing boats had everything in their favor as regards wind and water and warmth for an ideal race.

IMPROVEMENT IN COLUMBIA'S SAILS. Columbia and the Shamrock were then to leenortherly under full sail and their largest clubtopsails. These clubtopsails were both as tight ends, and it was noticed that the canthe defending boat had been much improved since the uncompleted races. The main-

board tack. Afterward the Columbia gybed her over to port when she was about three hundred yards to the south of the line. She made a graceful sweep here, while the Sham-Captain Barr stood southerly, while Captain Barr veered off to get clear.

the Columbia broke out her jibtopsail and they both crossed the line on the starboard tack, the Shamrock being to windward and ahead. As they crossed the Columbia to the Columbia where the starboard tack, the Shamrock being to windward and ahead. As they crossed the Columbia to the columbia where the starboard tack, the Shamrock being to windward and ahead. As they crossed the Columbia to the columbia where the starboard tack, the Shamrock being to windward and ahead. As they crossed the Columbia's bowsprit was lap-

through the Shamrock's lee.

The course was a thirty h, ot triangle, with ten knots to each side, the first 'eing dead to cially timed, at 2:37:17, having made the last windward, with the wind east by south. The ten mile run in one hour three minutes and fifty knots. After running a while on the starboard whistle kind from all the vessels that were gath tack the Shamrock tacked at 11 02:30 and stood ered at the lightship, and was much admired as to the southeastward, the Columbia following she swept in on the last hundred yards of he about thirty seconds later.

MORE CARE ON THE SHAMROCK.

There was no question that the Shamrock was being sailed more carefully than on the previous day. She was not footing through the water at anything like the same speed, and she was close jammed on the wind. She was going faster through the water than the Columbia and opening out a considerable lead, but it could not minutes. water at anything like the same speed, and she opening out a considerable lead, but it could not be told from the position held by the Dolphin which boat was to windward. Apparently they were nearly in a line.

gers of all the vessels as to the relative posttions of the boats, which were carefully watched for their next tack, which was expected to show how they stood. The Shamrock was still sailhow they stood. The Shamrock was still sailing without her jibtopsail, while the Columbia carried hers. In this long leg, which lasted over twenty minutes, it was nip and tuck between the boats, and it was expected that the tween the boats, and it was expected that the legislation of the legislati next tacking would indicate the results for the entire day. If the Shamrock was able to cross ahead on the next tack it would mean that with this weather and with the sea that was running she would probably continue ahead all the way to the windward mark. She was on the pliots on the steamer Dolphin was that if the way to the windward mark. She was on the pilots on the steamer Dolphin was that if the tack which was supposed to be her best, if the Shamrock had gone about before she broke down she could have crossed the Columbia's show windward superiority at the present time bow with something to spare. As it was when it could not be hoped that she could do so at any other time of the day.

THE SMASH AND THE DROP OUT. At 11:23 the Shamrock lost her topmast. The stick and the big sail with its long spars fell over

WHEN WORN OUT Use the WORLD FAMOUS



LA GRIPPE & MALARIA

refused to do, saying he "wanted a race, and not to the starboard side, and after a short space of time in which she continued on her course the Shamrock came up in the wind and lay there for several minutes. The Columbia went about into the starboard tack as she approached the Shamrock. At 11:25 the Columbia lowered under any strain for the completion of the course. Under the agreement signed between Mr. Iselin and Sir Thomas Lipton each boat would take the consequences of her own mishaps and breakages, and it was understood that the boat that was not damaged should continue her course to the finish line and claim the race. The Columbia therefore continued on her course without her jibtopsail, and at 11:26 the Shamrock paid away off the wind, having lowered her foresail while the crew worked at

A number of torpedo boats and tugs, including the James A. Lawrence of the Lipton fleet. steamed hurriedly toward the disabled craft. As the crew worked the topsail down it seemed that the breakage had been only with the topblocks were still doing their work, and the gaff Shamrock's crew had the kite down behind the Regatta Committee steamer of the New-York Yacht Club had gone over beside the chalenger, and there was evidently some talk ex-

Twenty minutes after the breakage the Shamrock was alone on the ocean, with her one solltary tug, which, however, had not given her any might continue on in the race, after clearing HER PORT TOPMAST BACKSTAY HAD

her tender, the ing James A. Law, ence. On her on the tender burned well into the night, showing GOOD SIZED AND GOOD NATURED CROWD bridge. He hailed Sir Thomas Lipton through the megaphone, and said: "I am very sarry to

word, but if she had tacked before she broke

as flat as the Ratsey mainsall on the Shamrock though the Shamrock had disappeared from the can be tound with anybody. It is one of the chances lumbia stood southward, close hauled, and a few to complete the thirty-mile course before 4:30 ment sible in order to place the race to her credit.

The afficial time of the Columbia's turn at the go outer mark was 12:39:28, and there were few Hogarth steered closer to the line. Afterward rounding she footed off southwest half south they stood to the westward after crossing, to get on the right side of the line, and the capto record about this passage except that she set | savins

sprit. The Shamrock was moving faster than a long foresail at 1:13. On calculation of the the Columbia and about to take her wind when time occupied by her in beating the first leg of ten knots dead to windward, it was found that

ping the Shamrock's lee beam. Captain Ho- in a leisurely way and started home on a course LIKE A TRUE SPORTSMAN, AND WILL garth of the Shamrock had shown great dex- north northwest at a good pace. The breeze terity and skill in getting the weather berth at freshened up a bit, and the yacht came swingthe start. He had the best of the start all ing along in the lengthy roll of the ocean, cutthrough, and afterward luffed out to get clear ting out a pace that some of the steamers found hard to keep up with, but as she closed in towage in the Horseshoe about 16 o'clock yesterday As the boats went out on the starboard tack and the finish line at the Sandy Hook Lightship and the finish line at the Sandy Hove Edge and the Sandy the Columbia footed faster and was going a number of vessels were added to the fleets. Shamrock went over the starting line all hands The starting gun was fired at 11 o'clock, and tions were vessels which had come out late in the official time of the crossing was as follows: the day to see the finish, and there was a goodly H M S crowd gathered to whistle their approval to the

The Columbia crossed the finish line, as offiday's race. Five minutes after she had crossed her headsails and club gafftopsail had disappeared, and as the people on the returning steamers passed her and cheered there were many who expressed their regret that the race could not be sailed again in order to give the

NEW TOPMAST BEING MADE.

As the steamers were returning from the light ship after the finish of the Columbia the Shamrock was overhauled as she was being towed up the ship channel to the Erie Basin for repairs. It was then seen on close examination that the masthead was all right and that the topmast HOW THE BOATS STOOD.

As there was some discussion last night as to which boat was ahead when the Shamrock broke down, it may be said that the opinion among bow with something to spare. As it was, when sternation and dismay from all parts of the Erin the breakage came she hung along in her dis-

most interesting moment that has been so far known in the sailing between the boats. In this long port tack the real supremacy between the boats was being shown, and the one that



UNCLE SAM: "SORRY IT CAN'T BE RUN OVER AGAIN."

everything flat aft and crawl to windward rather than go remping along with the big full that leads to defeat.

REPAIRING THE SHAMROCK.

rock in the Horseshoe, stated that the cause of the COMMENTS ON THE ACCIDENT NOT FAVOR-

After gybing, the Columbia set a balloon jib | SIR THOMAS LIPTON TAKES THE ACCIDENT PUT UP A NEW TOPMAST AND

> The Erin, with about a hundred of Str Thomas At this time a hundred glasses were levelled at | too much. What was the consternation, then, to

EXCURSION FLEET LARGER.

ON THE REPUBLIC.

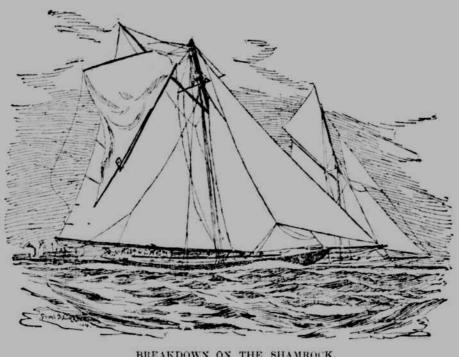
ABLE TO THE JUDGMENT OF

her a trial spin to-morrow."

The is almost as big as her maineau.

The same start of the services as the watched it from the lower deck tain Chase, as he watched tain Chase, as he wat ening. It seemed fully repentant for its sins of absolute failure, as ma omission and eager to turn over a new leaf.

that the Shamrock got the better of it. This announcement did not seem to create much of a disturbance. Others started the story that the Columbia was gaining steadily and was outpointing her rival. The fact was that the contest was so close that either version was about the same size to swallow. The boilers of the Republic did not furnish any too much steam. That was a most emphatic certainty. The yachts had set a lively pace, and some of the less forward craft had to retire. He admitted that there had been talk of a requiregracefully to the rear. The Republic, however, held her own with a few exceptions. The terpedoboats, which had strung themselves out in a long line along the edge of the course, kept up with the signs of fatigue occasionally, as was seen by the



BREAKDOWN ON THE SHAMROCK

the breakinge came she hung along in her dis-abled condition for perhaps a minute or more before she hove up into the wind, and the Co-lumbia then went about to get out of her way. The Shamrock was some lengths ahead and slightly to leeward When she rounded up ahead of the Columbia her true position was shewn.

The Shamrock's breakdown occurred at the most interesting moment that has been so far services, sector."

To a friend who expressed sympathy, Sir Thomas

map attracted so much attention that it was some time before any one was aware that the Columbia was still keeping on her course as if nothing had happened.

It wasn't a race after that. When the Snamrock had been towed away the occasion became a parade. Aithough pity had been called forth for the disabled challenger, yet there was a sense of pride invoked by the masterly manner in which her conqueror behaved. When the Columbia crossed the line and the second race was won, the Republic made as much racket as any of the rest, but she did not run away home as the more thoughtless did. Instead she steamed over to Sandy Hook to find out about the Shannock's injury. There it was said that the mishap had been so serious that a day or two would be required for repairs. The topmast had been broken off close to the mainmast. On the run to the Battery several members of the club got together in a warm corner of the salon and talked matters over.

other offers of 2 to 1 on the Columbia were also made. No one could be found to take the Shamrock end of the bets, however.

PUNISHED FOR CROWDING. THE IDLEWILD'S CAPTAIN LOSES HIS LI-CENSE, AND A TUG WILL TAKE

A VACATION. The local Board of United States Inspectors of Steam Vessels sent word yesterday to Collector ested in Bidwell that they had rescinded the license of Captain R. B. Brooks, master of the steamboat Idie-wild, on charges that the captain had obstructed the course of the yachts during the Cup race on October 3. The charges were preferred by the com-mander of the revenue cutter Manning, at the in-

to the whistle of the revenue cutter Manning

Washington, Oct. 17-General Dument, Supervising Inspector General of the Steamhoat Inspetion Service, has received information that the naster of the steamer Gien Island, whose ifcense was revoked for crowding at one of the recent was revoked for crowding a one yacht races, has refused to surrender his license, General Dumont has informed the inspectors that it is immaterial whether the license is surrendered or not, as the capitain and the owners of the vessel will be subject to a fine of \$100 each if the capitain

COLUMBIA WILL NOT MISS A RACE. HER PASSENGERS AFTER A BREAKDOWN

TRANSFERRED TO THE DOLPHIN. The renewed interest created by the previous day's completed race was shown by the number of people who attended yesterday, not only or the Columbia, but on all the steamers. Those who embarked but on all the steamers. Those who emparated Ensign N L. JONES is getached from the Viking and did so with every hope of witnessing a completed ordered to duty on the Dolptin.

the way down it was reported from the engine room that the steamer had blown out a valvecont was still going at a fair speed and could have

## THE TRUST INVESTIGATION.

GROWTH OF THE AMERICAN TIN PLATE INDUSTRY DESCRIBED.

PRESIDENTS OF GREAT COMPANIES TESTIFY BE-

the witnesses being Daniel G. Reid, of Chicago, ing. About Il o'clock the skilf was found floating to be a race. On the run down the Ray the Repub-lic found all sorts of company. There was every-pany, and Judge William H. Moore, the promoter

In the brisk breeze it seemed to distend as holders shall be at all times in the usual hours of At the boom of the starting gun all crowded for-ward to see the two sloops get away. Some said the organization, and there had been a correspond-

ment on the part of the Tin Plate Company that brands should be required to purchase their entire supplies from that company, but the regulation had never been enforced. He explained the relations of his company with the National Steel Company and the American Steel Hoop Company, saying that each company had directors who held similar places in the other companies. The Tin Plate Company buys half of its raw material from the National Steel Company, but it buys, he said, where it can buy cheapest. There was more or less co-operation, and this afforded a means of keeping MILLIONS OF MONEY KEPT AT HOME.

Mr. Reid said that thirteen mills had been shut down because of their poor location, but twentyfive new ones had been started. There are thirty-nine establishments in the combination, he said mpossible to manufacture tin plate in the United States. The margin is now sufficient to permit the increase of the price of American tin plate to \$5.25 a box before bringing it into comppetition with the English product. He estimated that the manufacture of American tin plate had resulted

in keeping at least \$35,000,000 in this country, which otherwise would have gone abroad. In the thirtynine establisments owned by the combine there were three hundred mills, while the outside es tablishments contain twenty-seven mills. American Company manufactures nine-tenths of the tin plate made in this country and controls the prices, he added. The testimony of Mr. Reis agreed in most re

spects with that of Mr. Reid, especially in regard to the increase in wages and the advance in the prices of raw material. His company, he said, was capitalized for \$59,000,000, of which \$27,000,000 was preferred and the remainder common. He de-clared that his company sold its products to any one who wanted to buy, and that its sales were not confined to the Tin Plate Company, as had been alleged. In his combination there were six steel works and fifteen furnaces. The company also owns its own iron mines and its boats for

also owns its own iron mines and its boats for lake transportation. The capacity of the combine is about five thousand tons a day, or about its percent of the total product of the country. Prices of steel had increased since yast year from \$10.33 to \$22.56 a ton and of steel billets from \$15.31 to from \$41.

Mr. Reis differed from the other witnesses in his estimate of the effect of the tariff, saying that directly it did not benefit his industry in the least. He said that his company did business with the Tin Plate Company on the same basis as with other patrons, but admitted that the relations of the two companies were confidential. His company, he said, paid its regular dividend of 7 per the company were in excess of the amount paid any dividend on the common stock. The profits of the company were in excess of the amount paid in dividends asked if there was any prospect of dividends on the common stock he replied. "We have hopes," and added that he could make a statement of earnings, but would not like to do so. He declared that the steel company was not a trust as that word was ordinarily employed.

BEATING EUROPEAN COMPETITORS.

BEATING EUROPEAN COMPETITORS.

the boats was being shown, and the one that failed here was almost certain to go on being beaten all through the race. The Shamrock was, for the first time since she came to America, being salled pretty nearly right. She was not made to eat out to windward quite as actively as Barr was working the Columbia, but she was close jammed on the wind and not trying to reach the windward buoy by making flying cruises to leeward.

The previous day's race had taught the English skippers that their only hope was to get.

where there is fair competition. The Steel Hoop Company was composed of nine different plants, with \$14.90.000 of preferred and \$19.00.000 of common stock. He considered the tariff of material advantage to the industry.

Judge William H. Moore, of Chicago, who organized the American Tin Plate Company, the National Steel Company, the American Steel Hoop Company and other combinations, explained his methods at length. The organization of the Tin Plate Company and Company

ARMY AND NAVY ORDERS. Washington, Oct. 17.-The following Army and

Pirst Lieutenant JAMES HAMILTON on his own applito the at the Massachusetta Institute of Tools

Major CARTER P. JOHNSON, 49th Infantry, now in New York City, will proceed to Jefferson Barrack.

NAVY. Assistant Surgeon R. W. PLUMMER is detached from the Natur Hospital, New York, and indeed to temperary duty in the Naw-Orleans for Langue to the Asiath Bration

Lieutenant V. S. NILSON is ordered to dury in the New. York Navy Yard in equipment department, October M.

A CHANCE FOR AMERICAN VESSELS

CANADIAN CARRIERS UNABLE TO TAKE CARE OF

Ottaws, Ont., Oct. 17 - The sections of the Cana. dain coasting laws preventing the carrying of freight by American yearels from one Canadian suspended for the remainder of the season by the

PRESIDENT LOUBET NOT ILL Paris, Oct. 17.-A report was in eleculation early in the day that President Louiset was suffering from angina pectoris. Careful investigation shows that there is no ground whatever for the rump. M. Loubet is quite well.

FATAL ACIDENT TO TWO HUNTERS. Ogdensburg, Oct. 17 (Special) - John Atkinson, thirty-two years old, employed by the Great North. vestern Telegraph Company as lineman, sccompanied by James Grasby, twenty-six years oit, a blacksmith by occupation, went huntles on Line Wolf Pond in a skiff at 4 6'clock yesterday mere

Grasby halled from St. Chrisostom, Quebe-



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and one of its most interesting features. Another is its very moderate price.

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B. Altman & Co. WILL HOLD AN IMPORTANT SALE OF

LACE CURTAINS, To-Morrow, THURSDAY.

1000 PAIRS IRISH POINT LACE CURTAINS,

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